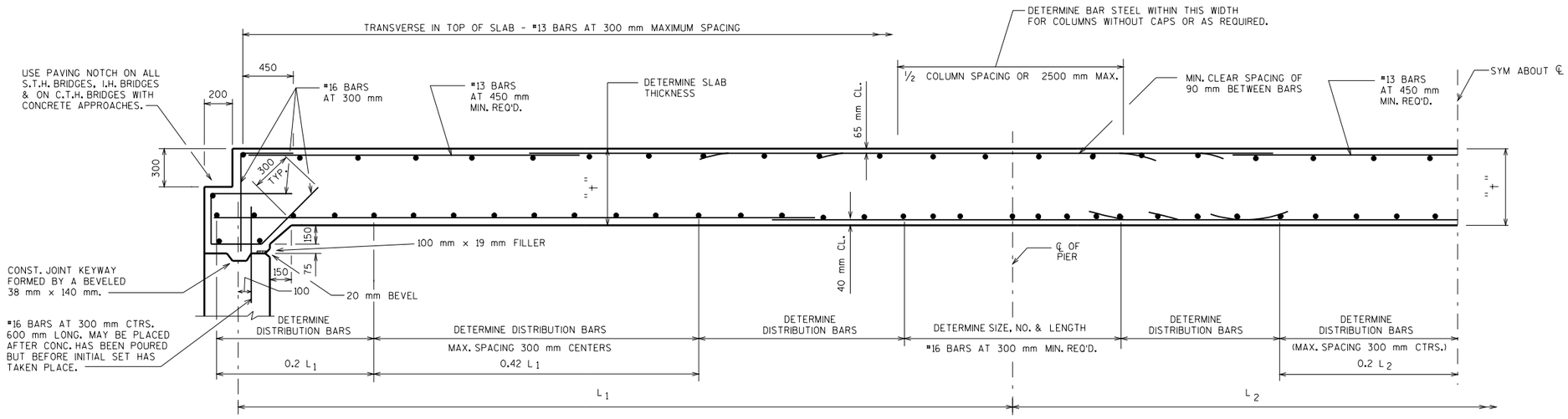
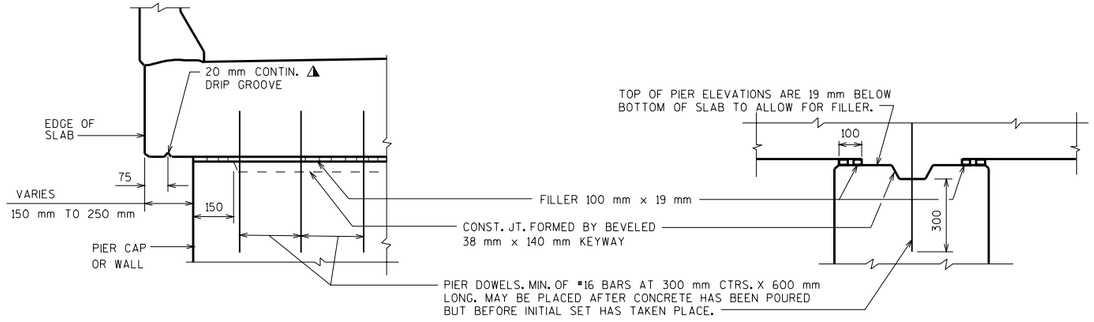
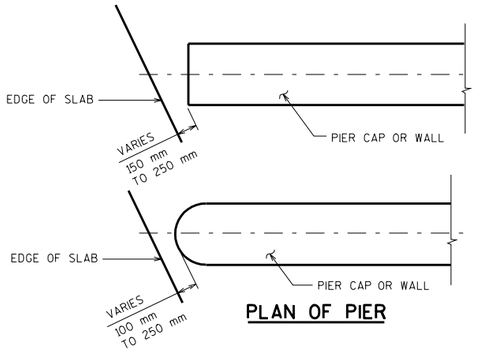


HALF LONGITUDINAL SECTION

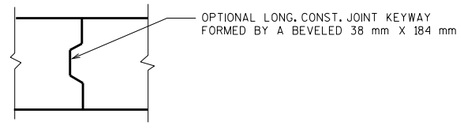


PIER CAP OR WALL TYPE PIER

SEE STD. 18.1 FOR COLUMN W/O CAP PIER DETAIL.



PLAN OF PIER



OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

NOTES

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 900 mm CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 1200 mm CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

PARAPETS SHOWN ABOVE THE HORIZONTAL CONSTRUCTION JOINT SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED EXCEPT FOR STAGE CONSTRUCTION.

CAMBER SPANS AS SHOWN TO PROVIDE FOR DEAD LOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

⚠ 20 mm CONTINUOUS DRIP GROOVE TO END 600 mm AWAY FROM FACE OF ABUTMENT.

ALL DIMENSIONS ARE IN MILLIMETERS.

DESIGNER NOTES

ALL BAR SPLICES TO BE BASED ON "CLASS C" TENSION LAP SPLICE.

USE OPTIONAL LONGITUDINAL JOINTS WHEN ROADWAY WIDTH IS OVER 16000 mm.

FOR BRIDGES LOCATED IN REMOTE AREAS USE OPTIONAL TRANSVERSE JOINT WHEN POUR EXCEEDS 300 cu. m. PLACE KEYED JOINT NEAR POINT OF DEAD LOAD INFLECTION.

ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED ON THE SKEW.

FLOOR DRAINS ARE TO BE OMITTED FROM THESE UNITS WHERE POSSIBLE. IF FLOOR DRAINS ARE REQ'D., PLACE ONLY AT THE 2/10 & 8/10 PTS. BEND MAIN REBARS PAST DRAINS - DO NOT CUT.

PIER CAP OR WALL TYPE PIERS SHALL BE USED ON MOST STRUCTURES. COLUMN W/O CAP TYPE PIERS (SEE STD. 18.1) MAY BE USED WITH THE APPROVAL OF THE STRUCTURES DESIGN SECTION.

THE MAXIMUM ALLOWABLE SKEW ANGLE OF STRUCTURE SHALL BE 30°.

CONTINUOUS FLAT SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DEVELOPMENT SECTION

APPROVED: _____ DATE: 7/99

METRIC STANDARD 18.2